# EIGHTEENTH ANNUAL REPORT

OF THE

### PRESIDENT AND DIRECTORS

TO THE

### STOCKHOLDERS

OF THE

# PHILADELPHIA, WILMINGTON, AND BALTIMORE

RAIL ROAD COMPANY.

YEAR ENDING

November 30th, 1855.

### PHILADELPHIA:

FROM THE PRESS OF JAMES H. BRYSON, No. 2 North Sixth Street. 1856.



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FOR THE

YEAR ENDING NOVEMBER 30, 1855.

MADE JANUARY 14, 1856.

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FROM THE PRESS OF JAMES H. BRYSON.
NO. 2 NORTH SIXTH STREET.
1856.



# OFFICERS ELECTED FOR 1856.

# PRESIDENT.

### SAMUEL M. FELTON.

DIRECTORS.

M. BROOKE BUCKLEY,
MONCURE ROBINSON,
AUBREY H. SMITH,
JOSEPH C. GILPIN,
JOHN A. DUNCAN,
JESSE LANE,
MAHLON BETTS,
FREDERICK A. CURTIS,
JOHN C. GROOME,
J. I. COHEN, JR.,
THOMAS KELSO,
COLUMBUS O'DONNELL,
ENOCH PRATT,
THOMAS DONALDSON.

SECRETARY AND TREASURER.

ALFRED HORNER.



# EIGHTEENTH ANNUAL REPORT.

1855.

Office of the Philadelphia, Wilmington, and Baltimore Rail Road Company.

Wilmington, Jan. 14th, 1856.

THE Directors of the Philadelphia, Wilmington, and Baltimore Rail Road Company, respectfully submit to the Stockholders the following statement of their affairs for the year ending November 30, 1855.

# REVENUE AND EXPENSE ACCOUNTS OF 1854 AND 1855, COMPARED.

RECEIPTS, Philad	elphia, W	ilmir	igton, an	d Balt	imore Rai	$\mathbb{R}^{\mathbb{R}}$	ad, 1854.	
Passengers,					\$727,559	61		
Freight and	Express,			,	149,197	05		
Rents, .	•				14,282	38		
Mails, &c.,					39,331	13		
Total, .			٠				\$930,370	17
RECEIPTS, New O	Castle Line	e.						
Passengers :	and Table	, .			70,779	63		
Freight,					1,882	$7\pm$		
Rents and M	liscellane	ous,			3,606	30		
Total, .	•	٠	•			_	76,268	67
Total of both li	nes,		•				\$1,006,638	84
Expenses, Philad	lelphia, W	ilmi	ngton, ar	nd Balt	timore Rai	l Ro	ad, 1854.	
Including m	aintenanc	e of	way, inte	erest,				
rent, &c.,							\$563,684	03

Expenses, New Castle Lin on capital and bonus			ıx		89,381	13
Total,	•				\$653,065	16
Receipts, Philadelphia, Wire Passengers, . Freight and Express, Rents, . Mails, &c., .	•			imore Rail Ros \$692,790 60 191,613 14,144 80 43,901 47	ad Co. 1855	•
Total,	٠	•	٠		\$942,449	87
RECEIPTS, Newcastle Comp Passengers and Table, Freight, . Rents and Miscellanco	•	•	•	\$64,730 84 2,205 54 2,057 80		
Total,	•				\$68,994	18
Total receipts of both Li	nes,	٠			\$1,011,444	05
Expenses, P. W. & Balt. Ring maintenance or rents, &c.,  Expenses, Newcastle line, Capital and Bonus t	f way, including o the Sta	interes · g tax o	t, . \$ n	•		
Which deducted from Reve	nue, .	٠	٠		\$668,597	17
Leaves, Less appropriated to Renew P. W. & B. R. R., Newcastle Line, .	val Fund •	!,	•	50,000	\$312,846	
Add balance of earnings confrom 1844 to Aug. 31, 1					\$282,846	88
revenuc, Aug., 1855, Surplus, November 30, 185					293,327 223,765	67
Deduct Stock Dividend, Av	ıgust 31,	1855,			\$799,940 600 000	
And there is left a balance to	o credit o	of rever	ue I	Nov. 30, 1855,	\$199,940	25

The foregoing results show a gain of \$12,079 70 on the rail road line, and a loss of \$7,274 49 on the New Castle line, in revenue, and an increase of \$7,641 17 on the rail road line, and an increase of \$7,890 84 on the New Castle line, in expenses.

It will be seen that the gain on the rail road line has been in freight, while there has been a falling off in passenger receipts.

The foregoing net earnings of 1855 and surplus of last year have been expended to reduce the floating debt, and to pay for work on the Susquehanna Bridge, Port Deposit Branch, and Principio Improvement, and for new work on the railroad, and new ears and engines; and, in order that this amount, together with a portion of the earnings heretofore expended in the same way, might be represented in the eapital stock of the Company, a stock dividend of twelve per cent. was declared and paid on the first day of August last. This stock dividend amounted to six hundred thousand dollars.

The past year has not been productive of any material increase in Revenue. Business travel generally has been small; and the high price of living and want of profitable employment have deterred many people from travelling for pleasure. These two causes, together with the short session of Congress, have reduced the Passenger business below that of the year before. As an illustration of the diminution of the pleasure travel, consequent upon the want of employment among mechanics and others, and the high price of living, it may be mentioned that the pleasure travel on the Fourth of July week in 1855 fell short of that in 1854 more than ten thousand dollars. In good seasons for business, the natural increase of population of the country would add to the passenger travel of the Road at least six per cent. annually.

A considerable amount of work has been done the past year, to the bridges and other structures, beyond ordinary repairs, and charged to expenses which properly might belong to renewals, or to construction. It will be good policy to close, as soon as possible, both these accounts, and charge all expenditures to the Revenue, limiting them to the smallest sum requisite to keep the Road and its appurtenances in good working order.

The floating debt incurred in rebuilding and improving the Road, has been considerably reduced the past year, notwithstanding the heavy expenditures for new work, and will, before another year, it is hoped, be entirely paid off; when Cash Dividends can be resumed and continued, and the road kept in good order, if the business of the country is at all prosperous.

The necessity of withholding dividends for so long a period has been a matter of regret to the directors; but they could not look upon any other course as consistent with sound policy, so long as a large floating debt remained to be carried at a high rate of interest. It may not be understood by all of the stockholders, that the Road has been almost. entirely rebuilt, and great additions made to its property, its depots, ears, and engines, within the last five years; and that the expenditures incurred thereby, have amounted to upwards of two millions of dollars. The Company have met these expenditures by the Assessments on New Stock, by the sale of old materials, and some of the available property not required for the use of the Road, by the nett earnings of the Road, and by incurring a floating debt. The available property now in the hands of the Company, not sold, and not required for its use, at a low estimate, amounts to more than enough to pay all the floating debt—but it cannot be disposed of at once, in such times as the present, at any price that would be consistent with sound policy to sell it for. Every possible effort is now making to sell all that is not required for the use of the Road, even at a considerable sacrifice.

The most valuable piece of property of this kind is the Depot at the corner of Eleventh and Market Streets, which has been readily rented for \$9000 per annum. This property there is now a good prospect of selling. The other property for sale consists of steamboats, and vessels for the transportation of wood, real estate along the line of the Road, stock in other Companies, and improvement bonds not yet disposed of.

### NEW WORK DONE THE LAST YEAR.

During the last year, Gray's Ferry Bridge has been in good part rebuilt. Every defective piece of timber has been taken out, and two entirely new draws been substituted for those in use last year. A new bridge, with abutments and piers, of first class masonry, has been built at Ridley Creek, and several smaller bridges and culverts, between Philadelphia and Wilmington. Much new work has been done at Bush, and Gunpowder, and Back River's Bridges, including a new draw at Bush River. New depots, of brick, have been built at Belle Vue and at Elkton, and a new Pavilion, to accommodate pie-nie parties, at Magnolia. A wood-shed, capable of holding 1400

cords of wood, has been built at Cecil, and large additions made to the wharves and tracks at that place. A new iron turntable has been substituted for the old wooden one at Havre-de-Grace. A curve for turning engines has been laid at Philadelphia. Large additions have been made to the old turnouts, and several new ones put in along the line of the Road, and about three miles of new track laid in the main road. One locomotive engine has been rebuilt and altered for burning coal, and one new wood engine has been added to the stock on hand last year. 113 new eight-wheel freight ears, and 3 new passenger and baggage cars, and one ten-wheel snow plough, have been put upon the Road since the last report. One of the two Plate rail tracks from Prime Street to South Street has been taken up and relaid with substantial T rail. The freight depot and tracks at Baltimore have been finished, together with the proposed alterations and improvements in the passenger station at that place, besides various other smaller works along the line of the Road.

### SUSQUEHANNA BRIDGE.

A large amount of work has been done on account of this structure. Nearly the whole of the stone have been got out for the abutments and piers, and some work done on the foundations. A temporary difficulty about the location of the bridge has been raised by another corporation, to remove which in its present shape would cost more than the exigency of the case justifies. It has, therefore, been deemed prudent to delay the work for the present. Several causes have rendered a delay less objectionable at this time. First, the great stringency in the money market; second, the facility with which the new iron ferry-boat performs its work, being almost equal to a bridge; third, the experiments now being tried on suspension bridges and on iron structures promise to result in great improvements within a short time, so that, when the interests of the Company require this important work to be finished, all the recent improvements can be availed of to render the structure one of the most perfect of its kind.

#### PRINCIPIO IMPROVEMENT.

The new arch on the solid land at this place has been completed, and the channel has been changed from the old bed to the new arch. The heavy embankment has also been pushed forward as rapidly as

the work on this new arch and channel would allow. The whole of the remaining work is progressing as fast as is desirable, and will be finished, probably, within the current year.

### PORT DEPOSIT BRANCH RAIL ROAD.

A large portion of the grading and masonry of this branch has been completed; and, at the rate it is now progressing, it will be ready for the rails by the first of April next. This branch will be an important acquisition to the main road, in the way of both freight and passengers.

### DELAWARE RAIL ROAD.

Thirty-five miles of the rails of this road are now laid, to Dover, the eapital of the State, and trains will be run regularly thus far in a few days. The grading for the rest of the way to Seaford, on the Nantikoke River, is in a state of great forwardness. The rails for the whole line are made, and most of them delivered at New Castle. This road will be seventy miles in length, and running, as it does, through the heart of Delaware, cannot fail to furnish our road a large amount of business when completed.

#### OTHER CONNECTIONS.

The branch of the Baltimore and Ohio Road to Parkersburg, on the Ohio River, will be finished early in the ensuing summer, and will form a very valuable connection for Southwestern business. The Central Ohio Railroad, connecting with the Baltimore and Ohio Railroad at Benwood, and forming a direct and valuable connection with Cincinnati and the whole West, is now in good order, having just completed the tunnel at Cambridge. The railroads at the South, connecting with our road, are constantly improving and extending their lines. Every improvement here will attract to the land route much travel, which now goes South by sea steamers; so that, as soon as the business of the country again revives and is prosperous, we shall have more channels from which we may reasonably expect an increase in revenue than ever before.

#### EXPENSES.

The expenses for the first six months of the year were heavier than were expected, owing to the continued high price of wood, and materials and labor; but for the last half of the year, they were reduced to a considerable extent by the partial adoption of the contract system, alluded to in the last Report, by a reduction in the number of miles run, and a reduction in the price of wood. An old and disputed aecount, amounting to \$16,228 02, of two years' standing, was adjusted and paid during the last six months, and charged to expenses. To compare the expenses of this six months with the previous six months fairly, this amount should be deducted. After making this deduction, they will compare as follows:

Expenses of first six months, .					\$209,083	87
Expenses of last six months of	the	year,	after	de-		
ducting the aforesaid sum,				•	176,013	31
Showing a saving of					\$33,070	56

The eauses which should increase the revenue for a year to come, are the following:

Improved facilities for doing Western business, in connection with the Baltimore and Ohio, and Camden and Amboy Rail Roads. Improved facilities for Southern business. The long session of Congress, and the additional business to come from the completion of the Delaware Rail Road, and the Port Deposit Branch.

The further adoption of the contract system, which is now only partially tried, it is hoped will diminish to a greater extent than ever before the ratio of expenses to earnings.

In a concern so extended in its operations, and necessarily employing so many men as a rail road, it is extremely difficult to attain the same degree of personal supervision and care as in the private business of individuals. Could all corporations adopt a system that would secure such supervision and care, many a rail road that is now searcely earning its expenses, would become dividend paying. Could every operative be placed in a position to share in the savings made by his extra care and exertion, instead of being paid a stipulated salary, corporations would not only be large gainers, but the work would be better and

more promptly done. Such a system cannot be adopted at once. The steps to its accomplishment must be carefully taken, and only so far and so often as the light of experience will justify. The officers of this Company have for the last year been preparing the way for the general adoption of this system in all the departments. So far as it has been adopted, it has been with very satisfactory results.

By an examination of the Treasurer's statement for the last two years, it will be seen that there has been received during the last year, \$312,805 from assessments on new stock; that there has been expended on Susquehanna Bridge, Principio Improvement, Port Deposit Branch, and new works on the road, during the same time, \$527,404 22. Also, that the cash and cash items on hand were \$54,396 22 more, and the floating debt and amounts due sundry accounts \$87,720 01 less than last year; from which it appears that the reduction of the liabilities of the Company, and the excess of cash items on hand were \$142,116 23 more favorable on the 30th of November, 1855, than on the 30th of November, 1854. To this is to be added \$32,393 34 of bills receivable in New Castle and Frenchtown account, for sale of steamboats, making in all \$174,509 57.

The amount still due from assessments on new stock, is \$116,833. As there will be but little new work to do in the year 1856, as compared with 1855, it will be evident that the liabilities of the Company can be rapidly diminished by the proceeds of new stock, net revenue, and sales of available property.

By order of the Board of Directors.

S. M. FELTON,
President.



Dr. (A.) The Philadelphia, Wilmington, and Baltimore

DR. $(II.)$ $IR$	t 1 neuecec	epitia, ma	mengeon, ar	eu Duccinoi
RAIL ROAD and all appu Philadelphia terminus Construction, 1854, Expended, 1855, Add this sum (see Re-	,		\$5,061,017 28 145,169 79	
venue),		\$672,861 36		
Second Track, 1854, Expended, 1855,	11,841 93 13,088 94	24,930 92		
New Freight Depot, Baltimore, 1854, . Expended, 1855,	10,101 50 8,926 23	19,027 73		
New Iron Ferry Boat, 1854, Expended, 1855,	102,755 11 2,900 44	105,655 55		
New wharves at Susquehanna River, 1854, Expended, 1855,	13,642 93 17,193 83	100,000 00		
Port Deposit Branch, 1854, Expended, 1855,	3,284 65 33,594 72	30,836 76		
Susquehanna Bridge and approaches,		36,879 37		
1854,	125,122 48 204,579 50	329,701 98	1,219,893 67	- \$6,426,080 74
Cost of Stock owned be REAL ESTATE, at Philade ton, Elkton, Havre do that purchased for Sou tion for the Susquehan posit Branch,	lphia, Chesto e Grace, &o thwark Depo	er, Wilming- e., including et, and a por-		303,629 69
Assets, as follows: Stocks and other secur Cash items, viz.: Due from sundry ace "for old rails, &c "from other road "Post-office Bills Receivable, Cash on hand,	counts	\$19.526_63	11,892 75	7,591,035 43
Materials on hand, &	zc.: wood,	woodlands,	104,906 41	
eross-ties, lumber, & Payments and advance			106,849 64	223,648 80
&c.,	ads and linc	s, connected		72,924 44 146,768 16
with P. W. & B. R Treasurer New Castle R. R. Co., Instalments on new st	ock, unpaid			127,615 50
1854,	1,			116,833 00 184,000 00
Reconstruction Accou Rail road iron, 1854, ; Accounts adjusted and charged dur- ing 1855,	\$235,063 47 63,963 03	\$299,026 50 9,515 69	000 510	
Reconstructing track,			289,510 81 112,482 95	401,993 76
Renewal Fund, 1854. Expended, 1855, P.W.	& B.R.R.,	\$312,048 80 29,326 30		341,375 10
				\$9,206,194 19
				, ,

Kaii Koaa Company. November 30th, 1833.		OR.
CAPITAL STOCK, Nov. 30, 1852, 90,000 shares, \$4,500,000 00 Less collateral, 13,000 " 650,000 00		
Issued, 1853, 23,000 " 3,850,000 00 1,150,000 00		
100,000 " 5,000,000 00  Authorized by the Stock-holders, June 28, 1855, for stock dividend, 12,000 " 600,000 00	,	
Outstanding,	\$5,600,000 00 2,161,776 05	
Improvement bonds, second series,	147,900 00 38,000 00	
GROUND RENTS,	64,750 00 10,000 00	© 2 022 426 05
Due for real estate, waiting order of court,  "Interest on loan, unclaimed, "Dividends unclaimed, sundry accounts, other roads, "Bills Payable, Interest, balance accrued, Less Coupons Imp. Bonds, second series, 1,230 00	13,000 00 2,212 18 1,032 25 12,047 33 35,707 68 386,204 57	\$8,022,426 05
New Castle and Frenchtown Co., guarantee,	41,676 26	512,018 71
amount of advances to Treasurer of N. C. & F. T. R. R. Co.  New Castle and Wilmington Railroad Co.,  This sum of \$38,063 39 has been invested by the P. W. & B. R. R. Co. in Engines and Cars, used on the N. C. & W. R. R. and its connections, and charged to general construction account P. W. & B. R. R., which acct. is to be credited hereafter.	38,063 39	79,739 65
Renewal Fund, 1854, \$332,069 53 Appropriated 1855: P. W. & B. R. R., \$50,000 N. C. & F. T. R. R., 10,000		
REVENUE ACCOUNT:		392,069 53
Surplus, 1854,	1 225 200 *2	
Add this sum, being balance taken from earnings over and above expenses and renewals from year to year, between 1844 and August 31, 1855, and put into im- provements and new work, and charged to construc- tion of road in August, 1855, at the time the stock	1,235,209 72	
dividend was payable,	293,327 70	
Less Expenses, Interest, &c.,	1,528,537 42 668,597 17	
" transferred to Renewal Fund,	859.940 25 60,000 00	
"Stock Dividend, Aug. 1, 1855, 12,000 shares, at \$50, Balance to credit of Revenue, Nov. 30, 1855,	799,940 25 600,000 00	- 199,940 25
, ,		\$9,206,194 19

Office, The Philadelphia, Wilmington, and Baltimore Railroad Company. December 1st, 1855.

A. HORNER, Treasurer.

I, the undersigned Auditor, having compared the Treasurer's vouchers with the Cash Journal, examined the additions of the Cash Journal and Journal, compared the postings of those two books to the Leger, examined the additions of the Leger accounts, examined the Agents' Accounts Current, compared the cancelled Certificates of the Capital Stock and Loan with the receipts for the new Certificates issued in lieu thereof, examined the issue of Improvement Bonds, Sccond Series, and examined the accompanying Balance Sheet, with the Leger accounts, respectively, dated December 1, 1855, do hereby certify, to the best of my knowledge and belief to their entire correctness.

JOHN RUMSEY.

Philadelphia, February 1, 1856.

Auditor.

Dr. The New Custle and	l Frenchtown	Turnpike a	(A 2.) The New Castle and Frenchtown Turnpike and Railroad Company, November 30th, 1855.	uh, 1855.	Cr.
Rail Road.	\$699,514 34		Capital Stock	1	\$861,420 00
Steamboats	130,053 98		Tax and Bonus to State of Delaware .	4,308 15	
Real Estate	23,836 41		Interest	1,533 41	
		855,404 75	Dividends	4,526 93	
Chesapeake and Delaware Canal Stock.		29,000 00	Treasurer Philadelphia, Wilmington,		
Bonds and Mortgages	43 00		Baltimore Rail Boad Company .	127.615 50	
Turnpike Stock	3,204 00		4		137,983 99
Philadelphia, Wilmington, and Balti-					
more Rail Road Company	41,676 26				
Contingent Fund	42,538 25				
Bills Receivable	32,393 34				
Cash and Sundry Accounts	1,144 41				
		120,999 26			
		\$999,403 99			\$999,403 99
Office—The Newcastle and Frenchtown Turnpike and Railroad Company, December 1, 1855.	) Frenchtown Turni December 1, 1855.	PIKE AND RAII		SAML. M. COUPER, TREASURE	JOUPER, Treascrer.

### GENERAL SUPERINTENDENT'S REPORT.

Office General Superintendent, Philadelphia, Wilmington and Baltimore Railroad. Philadelphia, January 14th, 1856.

### To S. M. Felton, Esq., President.

SIR:—The results of the operations of this road the past year, discover the following principal facts, viz.:

An aggregate of Passenger Receipts, amounting to		\$747,636	14
An expenditure chargeable to Passenger Department	of	276,296	56
A net passenger revenue, amounting to		471,339	58
An aggregate of freight receipts, amounting to .		194,813	73
An expenditure chargeable to freight department of		125,028	64
A nett freight revenue amounting to		69,785	09
A total revenue amounting to		942,449	87
A nett revenue, amounting to		541,124	67
Deducting an expenditure of \$16,228 02, in no			
the business of the past year:		O	
A nett revenue amounting to		\$557,352	69
As compared with the preceding year:		,	
A decrease of through passage receipts of		\$20,342	09
A decrease of local passenger receipts of		14,426	
An increase of local freight receipts, of		46,675	
A decrease of through freight receipts, of		2,075	
A total increase of nett revenue, of		12,079	
With the deduction above noticed:		,	
A decrease of transportation expenses, amounting to		\$6,236	85
A decrease of expenditures for repairs of ears an	d	. ,	
engines, of		2,016	65
A decrease of expenditure for repairs of road, of .		7,482	
A decrease of miles run by passenger trains, of .	12,4		
• • • • • • • • • • • • • • • • • • • •	5,4		
A decrease of miles run by other trains, of	12,2		
A total decrease of miles run by trains, of	30,1		

At the beginning of the last semi-annual term of the year, changes in the movements of trains, as well as other changes, tending to greater economy, were made, and the results compared with those of the first half of the year, show

A decrease of transportation expenses, amounting to . \$33,070 56

During the year 3.59 miles of new main track, and 2.61 miles of sidings have been laid. Gray's Ferry, Ridley Creek, Gunpowder and Bush River Bridges, have been repaired and rebuilt, and a new iron ferry boat has been put in operation at the Susquehanna River, which is perhaps the most perfect vessel of its kind in the country, supplying nearly every advantage that could be obtained from a bridge. The three tracks upon its deck afford room for an entire freight train, that under ordinary circumstances is transported from Perryville to Havre de Grace in the space of eight minutes. Its regularity of movement was scareely interrupted even by the great accumulation of ice of the last winter, which was one of unusual severity; and the fact seems to be well established, that to the two divisions of the road, a perfectly practicable railway connection is secured in all seasons. It transports our heaviest locomotives, and if it were especially desirable, might be safely used for the conveyance of cars while occupied by The whole annual cost, at present, of supporting this passengers. ferry, does not exceed \$14,000.

The improvement at Principio is in a forward state, and may be completed in the course of the coming season, when the present objectionable curve and bridge at that point will be effectually obviated. The cost of completing this work is estimated at \$55,059.

The Port Deposit Branch Rail Road may be in readiness for the superstructure early in the spring. The amount requisite for its entire completion, including cost of rails now on hand, will not exceed \$82,000. It is expected that this will prove a profitable auxiliary to the main road.

Nearly all the materials (which are of the best possible kind) for the bridge across the Susquehanna, have been prepared and paid for. For several weighty reasons, the work upon this improvement has not been hastened. The measure of energy to be applied to it hereafter, will be determined by a prudent consideration of the interests of the Company. The various obstacles that have hitherto opposed its progress, if not otherwise removed, may be, in the main, by changing the location to a point higher up the river, where a better choice of position and other important advantages may be obtained, without seriously impairing the practical value of this important structure.

On the 1st of September the Delaware Railroad, leased by this Company, was opened to Middletowu. It is gratifying to know that this undertaking gives every promise of success. Possessing the advantages of a superior location, and the sympathies of an enterprising and wealthy agricultural population upon its route, it may be expected to support itself amply, and bring a considerable revenue to the trunk road.

The physical condition of the main road is satisfactory. The superstructure is in especial good order, not more than seven miles of which will require rencwing during the coming year.

Owing to various causes, the growth of the through merchandize traffic of the road has been hitherto effectually checked, and the flow of trade belonging to this line has been diverted into other and less natural channels. It is believed that the measures taken and the plans adopted will gradually bring back this business, and a proportionate additional revenue. No route of transportation between the great cities of the East and West is or can be superior to that of the Old National Road; which is now, in effect, merged in the Baltimore and Ohio Rail Road and its western connections. We are, therewith, naturally and exclusively connected. Nothing has hitherto been wanting to the efficiency of the line but a more perfect combination of its parts. That is now secured, perpetually it may be supposed, for in its preservation are involved the promotion of most important common interests.

Our affinity with the roads to New York has become well understood, and as the relationship confers mutual advantages, it must, from natural causes, continue to exist.

To accommodate this increasing branch of our business, one hundred and thirteen uew merchandise cars have been provided, and no efforts are being spared to provide others as they are required. Facilities for the transportation of live stock are especially needed and are being provided. The tide of that immense traffic is turning hitherward again, and must never be subjected to future diversion. The advantages of the three great markets, Baltimore, Philadelphia, and New York, which are peculiar to this route, give to it an unquestionable superiority. With the aid of the energetic co-operation

of the roads in connection with this, we reckon upon a freight revenue for the next year of not less than three hundred thousand dollars.

The tables herewith presented will show very fully the detailed results of the operations of the year.

Very respectfully, yours, GEO. A. PARKER.

(B.) 21

Statement of Expenditures of the Philadelphia, Wilmington, and Baltimore Rail Road Company, during the year ending November 30, 1855.

OPERATING EXPENSES.							
OPERATING EXPENSES. Repairs of Road, "Bridges, "Fences, "Locomotives, "Passenger Cars, "Merchandise Cars, "Gravel Cars, "Stations, Bnildings Expenses of Passenger Depart "Freight " Switchmen, Watchmen, Signal Casualties, Damages, and Grat				\$29,357	5.4		
" Pridate	•		•				
Bridges,				10,506			
" Fences,				1,096	28		
" Locomotives, .				19,067			
" Passenger Cars				$6,475 \\ 2,716$	84		
" Merchandisa Cars		•	•	9.716	99		
Garage Cars,	•	•	•				
Gravel Cars, .			•	131			
" Stations, Buildings	, &c.,			10,779	$^{27}$		
Expenses of Passenger Depart	ment.			68,765	37		
" Freight "	,			44,798			
Switchman Watchman Signal	lmon 6	- 0		17,998			
O- 11. The accument, Signal	imen, a		•				
Casualties, Damages, and Grat	uities,			7,990			
Taxes and Insurance,				8,547	78		
Office, Salaries, and Expenses,				22,913	94		
Shops, Tools, and Machinery.				2.947	16		
Saw Mill Cooil	•		•	2,223			
Daw Milli, Occil,	•		•				
rerries,			•	7,706			
Rents,				7,765			
Wood, (Engines, Steamboats,	Station	s. &c)		81,267	30		
Coal (Stations Ferry &c )		-,,,		7,370			
Switchmen, Watchmen, Signal Casualties, Damages, and Grat Taxes and Insurance, Office, Salaries, and Expenses, Shops, Tools, and Machinery, Saw Mill, Cecil, Ferries, Rents, Wood, (Engines, Steamboats, Coal, (Stations, Ferry, &c.,) Oil, (Tallow, Engines, Cars, Fewaste and Packing, Law Expenses, Removing Ice and Snow, Real Estate, Miscellaneous,	mar fr-	,		7,729	0.0		
West and D. S.	rry, ac	·) ·	•	1,129	0.0		
Waste and Packing,				834	08		
Law Expenses,				2,501	07 -		
Removing Ice and Snow.				271	49		
Real Estate	•		•	68			
Minellesses.		,		29,494	10		
Miscenaneous,							
						401,325	20
RENEWALS.							
" of Road				2,673	66		
" Bridge	•	•	•	13,407			
Fanges, ,	•		•				
rences,				64			
" Locomotives .				9,560	30		
" Passenger Cars,				$9,560 \\ 2,103$	55		
" Merchandise Cars				$\begin{array}{c} 46 \\ 282 \end{array}$	34		
ff Stations Chara ar	. 1 3500	h:n	•	909	69		
" Saw Mill Cocil	id mae.	umery,	•				
" Saw Mill, Cecil, .							
			•	553			
Coal,				635			
" of Road, " Bridges, " Fences, " Locomotives " Passenger Cars, " Merchandise Cars, " Stations, Shops, ar . " Saw Mill, Cecil,						29,326	30
~			•			29,326	30
Construction.				635	40	29,326	30
Construction. New Track,				9,069	68	29,326	30
Construction. New Track,				9,069 11,513	68 60	29,326	30
Construction. New Track,				9,069 11,513 1,300	68 60 03	29,326	30
Construction. New Track,				9,069 11,513	68 60 03	29,326	30
Construction. New Track,				9,069 11,513 1,300 14 586	68 60 03 92	29,326	30
Construction. New Track,				9,069 11,513 1,300 14 586 12,123	68 60 03 92 33	29,326	30
Construction. New Track,				9,069 11,513 1,300 14 586 12,123 4,738	68 60 03 92 33 19	29,326	30
Construction. New Track,				9,069 11,513 1,300 14 586 12,123 4,738 37,652	68 60 03 92 33 19 75	29,326	30
Construction. New Track,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467	68 60 03 92 33 19 75 98	29,326	30
Construction. New Track,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467	68 60 03 92 33 19 75 98	29,326	30
Construction. New Track,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467	68 60 03 92 33 19 75 98	29,326	30
Construction. New Track,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467	68 60 03 92 33 19 75 98	29,326	30
Construction. New Track,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467 22 1,200 6,289	68 60 03 92 33 19 75 98 50 01 63	29,326	30
CONSTRUCTION.  New Track,  Bridges,  Fences,  Stations,  Locomotives,  Passenger Cars,  Arrenandise Cars,  Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883	68 60 03 92 33 19 75 98 50 01 63 67	29,326	30
CONSTRUCTION.  New Track,				9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5	68 60 03 92 33 19 75 98 50 01 63 67 54	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883	68 60 03 92 33 19 75 98 50 01 63 67 54	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses.				9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635	68 60 03 92 33 19 75 98 50 01 63 67 54 39	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses.				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507	40 68 60 03 92 33 19 75 98 50 01 63 67 54 39 55	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow.				9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345	68 60 03 92 33 19 75 98 50 01 63 67 54 39 55 27	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509	$\begin{array}{c} 40 \\ \hline \\ \hline \\ 68 \\ 60 \\ 03 \\ 92 \\ 33 \\ 19 \\ 75 \\ 50 \\ 01 \\ 663 \\ 667 \\ 54 \\ 39 \\ 55 \\ 27 \\ 24 \\ \end{array}$	29,326	30
CONSTRUCTION.  New Track,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159	$\begin{array}{c} 40 \\ \hline \\ 68 \\ 60 \\ 03 \\ 233 \\ 319 \\ 75 \\ 98 \\ 50 \\ 011 \\ 63 \\ 67 \\ 54 \\ 39 \\ 55 \\ 527 \\ 24 \\ 20 \\ \end{array}$	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph.				9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116	$\begin{array}{c} 40 \\ \hline \\ 68 \\ 60 \\ 03 \\ 233 \\ 119 \\ 75 \\ 98 \\ 50 \\ 011 \\ 63 \\ 67 \\ 54 \\ 39 \\ 55 \\ 224 \\ 20 \\ 91 \\ \end{array}$	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph.				9,069 11,513 1,300 14,586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159	$\begin{array}{c} 40 \\ \hline \\ 68 \\ 60 \\ 03 \\ 233 \\ 119 \\ 75 \\ 98 \\ 50 \\ 011 \\ 63 \\ 67 \\ 54 \\ 39 \\ 55 \\ 224 \\ 20 \\ 91 \\ \end{array}$	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph.				9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60	40 68 68 60 03 992 33 19 75 50 01 63 667 54 39 557 22 42 991 87	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph,  Land Plans,  New Machine Shop, Wilming				635 9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195	40 68 60 60 33 33 19 75 50 66 67 54 33 55 75 22 24 20 90 87 80 87	29,326	30
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph.				9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60	40 68 60 60 33 33 19 75 50 66 67 54 33 55 75 22 24 20 90 87 80 87		
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Merchandise Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph,  Land Plans,  New Machine Shop, Wilmington,  Miscellaneous,				9,069 11,513 1,300 14,586 12,123 4,738 37,652 12,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677	68 660 63 992 33 31 97 55 50 66 67 22 24 20 30 30 30 30 30 30 30 30 30 30 30 30 30	29,326 131,060	
CONSTRUCTION.  New Track,  "Bridges, "Fences, "Stations, "Locomotives, "Passenger Cars, "Merchandise Cars, "Gravel Cars, "Gravel Cars, Freight Department, Salaries and Expenses, Shops, Tools, and Machinery, Saw Mill, Cecil, Ferries, Coal, Law Expenses, Removing Ice and Snow, Gray's Ferry Extension, Wharves at Wilmington, Magnetic Telegraph, Land Plans, New Machine Shop, Wilmingt Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH	ton,	ECIAL	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677  ARE KEI	68 660 03 92 33 97 75 98 50 01 667 54 339 557 224 220 991 87 000 900 900 900 900 900 900 900 900 90		
CONSTRUCTION.  New Track,  "Bridges, "Fences, "Stations, "Locomotives, "Passenger Cars, "Merchandise Cars, "Gravel Cars, "Gravel Cars, Freight Department, Salaries and Expenses, Shops, Tools, and Machinery, Saw Mill, Cecil, Ferries, Coal, Law Expenses, Removing Ice and Snow, Gray's Ferry Extension, Wharves at Wilmington, Magnetic Telegraph, Land Plans, New Machine Shop, Wilmingt Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH	ton,	ECIAL	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088	68 660 03 92 33 19 550 01 667 554 9555 224 291 87 000 30 PT.		
CONSTRUCTION.  New Track,  "Bridges, "Fences, "Stations, "Locomotives, "Passenger Cars, "Merchandise Cars, "Gravel Cars, "Gravel Cars, Freight Department, Salaries and Expenses, Shops, Tools, and Machinery, Saw Mill, Cecil, Ferries, Coal, Law Expenses, Removing Ice and Snow, Gray's Ferry Extension, Wharves at Wilmington, Magnetic Telegraph, Land Plans, New Machine Shop, Wilmingt Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH	ton,	ECIAL	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088	68 660 03 92 33 19 550 01 667 554 9555 224 291 87 000 30 PT.		
CONSTRUCTION.  New Track,  "Bridges, "Fences, "Stations, "Locomotives, "Passenger Cars, "Merchandise Cars, "Gravel Cars, "Gravel Cars, Freight Department, Salaries and Expenses, Shops, Tools, and Machinery, Saw Mill, Cecil, Ferries, Coal, Law Expenses, Removing Ice and Snow, Gray's Ferry Extension, Wharves at Wilmington, Magnetic Telegraph, Land Plans, New Machine Shop, Wilmingt Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH	ton,	ECIAL	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088 2,900	68 660 03 92 33 19 50 163 55 52 74 24 0 98 79 84 44		
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph,  Land Plans,  New Machine Shop, Wilmington,  Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH  Second Track,  New Iron Ferry Boat,  New Freight Depot, Baltimore	ton,	ECIAL	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088 2,900 8,926	68 660 033 992 333 19 550 01 663 755 39 555 724 20 987 00 30 PT.		
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph,  Land Plans,  New Machine Shop, Wilmington,  Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH  Second Track,  New Iron Ferry Boat,  New Freight Depot, Baltimort  New Wharves, Susquehanna I	ton,	ECIAL	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088 2,900 8,926 17,193	68 660 033 992 333 19 550 01 663 67 54 39 557 224 200 PT. 94 44 23 83		
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Merchandise Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph,  Land Plans,  New Machine Shop, Wilmington,  Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH  Second Track,  New Iron Ferry Boat,  New Freight Depot, Baltimor  New Wharves, Susquehanna I  Susquehanna Bridge and App	ton,	ECIAL	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 5,507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088 2,900 8,926 17,193 204,579	40 68 660 92 33 97 75 98 50 10 55 57 98 77 98 77 98 77 98 77 98 77 98 77 98 77 98 77 99 77 99 77 99 99 99 99 99 99 99 99		
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Passenger Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph,  Land Plans,  New Machine Shop, Wilmington,  Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH  Second Track,  New Iron Ferry Boat,  New Freight Depot, Baltimort  New Wharves, Susquehanna I	ton,	ECIAL .	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088 2,900 8,926 17,193	40 68 660 92 33 97 75 98 50 10 55 57 98 77 98 77 98 77 98 77 98 77 98 77 98 77 98 77 99 77 99 77 99 99 99 99 99 99 99 99	131,060	56
CONSTRUCTION.  New Track,  "Bridges,  "Fences,  "Stations,  "Locomotives,  "Merchandise Cars,  "Merchandise Cars,  "Gravel Cars,  Freight Department,  Salaries and Expenses,  Shops, Tools, and Machinery,  Saw Mill, Cecil,  Ferries,  Coal,  Law Expenses,  Removing Ice and Snow,  Gray's Ferry Extension,  Wharves at Wilmington,  Magnetic Telegraph,  Land Plans,  New Machine Shop, Wilmington,  Miscellaneous,  ITEMS OF CONSTRUCTION FOR WH  Second Track,  New Iron Ferry Boat,  New Freight Depot, Baltimor  New Wharves, Susquehanna I  Susquehanna Bridge and App	ton,	ECIAL .	ACCOUNTS	635  9,069 11,513 1,300 14 586 12,123 4,738 37,652 17,467 22 1,200 6,289 1,883 5 635 507 345 5,507 345 1,509 2,159 116 60 195 7,677  ARE KEI 13,088 2,900 8,926 17,193 204,579	40 68 660 92 33 97 75 98 50 10 55 57 98 77 98 77 98 77 98 77 98 77 98 77 98 77 98 77 99 77 99 77 99 99 99 99 99 99 99 99		56

C.

Statement of Cars owned by the Philadelphia, Wilmington and Baltimore Rail Road Company, November 30, 1856.

DESC	CRIPTION OF CAR	S.		No.	REMARKS.
PASSI	ENGER DEPARTMEN	г.			
;; ;; ;; ;;	Passenger cars, 1s 20 Baggage cars, - Mail " - Express " - Paymasters car, Total,	l Cla		53 3 12 2 3 1 ———	1 of which is new. 2 of which are new.
Eight-wheel  ""  ""  Four-wheel  ""		-	-	134 61 20 36 12 8 1 12 284	52 of which are new. 25 of which are new. 24 of which are new. All of which are new.
Four-wheel	cars, Hand cars, - Total,	:	-	$ \begin{array}{c c} 25 \\ 19 \\ \hline 44 \end{array} $	
Total ne	umber of ears,		-	402	

The following having become unfit for service, (with the exception of four Box Cars) were broken up during the past year.

One passenger car—Two emigrant cars—Fourteen eight-wheel box cars—Ten eight-wheel platform cars—Eleven eight-wheel rack cars—One four-wheel stock car—Five four-wheel box cars and Six four-wheel dumping cars.

Statement of the Number of Locomotives owned by the Philadelphia, Wilmington and Baltimore Rail Road Company, exhibiting the details of each Locomotive, &c., November 30th, 1855.

		1852	N. Castle Man. Co.	33,400	20	15	66	25,950	40,220	Wilmington,
Do.	Do.		Norris.	35,420	19	*10} & 15	63	20,000	49,170	Washington,
Do.		1854	Do.	21,800	20	15	60	26,850	45,000	Virginia,
Do.		1847	Do.	24,850	20	141	60	22,820	38,830	Vietory,
Do.		1851	Do.	28,546	20	5	60	25,499	43,515	Union,
Do.	Do.	I851	N. Castle Man. Co.	28,540	20	15	60	25,550	43,550	United States,
Do.				21,800	18	10	56	14,880	26,380	Susquelianna,
Do.		1858	Do.	35,510	100	17	50	29,250	49,790	Samson,
Do.		1853	Do.	38,191	20	15	66	25,950	41,660	Pennsylvania,
In running order.		1846	N. Castle Man. Co.	21,180	20	55	56	24,900	40,790	Orion,
Not in service.		1846	Norris.	85,147	19	*123 & 15	72	84,750	55,120	Ohio,
Do.	Do.		Do.	21,180	20	13	60	24,900	40,790	New Castle,
Do.	Do.	1854	Do.	35,200	10	17	66	35,340	51,590	C. W. Morris, Jr.,.
Do.	Do.	1848	Do.	84,610	20	142	60	25,050	41,200	Mississippi,
Do.	Company.	1849	Do.	34,610	20	15	66	26,070	48,170	Minerva,
Do.		1854	Do	35,210	10	17	66	35,360	51,660	Meteor,
Do.			N. Castle Man. Co.	82,950	20	15	60	25,960	41,820	Maryland,
In running order.		1854	Company.	23,600	1.0 1.0	18	68	30,050	49,600	Magnolia,
Z	Company.		Norris.	14,000	18	102	50	17,090	28,000	Lafayette,
	Betts, Harlan & Hollingsworth.		Baldwin.	24,500	20	141	00	26,100	42,000	Harrison,
In	Company.		N. Castle Man. Co.	35,610	133	17	50	29,820	49,820	Goliah,
Repairing.		1853	Do.	14,000	18	123	50	17,500	28,000	Gunpowder,
Do.		1851	Company.	32,000	26	14	7:2	30,000	46,000	Empire,
Do.		1853	Do.	28,850	20	15	66	25,900	42,070	Delaware,
Do.		1854	Do.	34,170	15	17	66	34,700	51,970	Constitution,
Do.		1853	N. Casile Man. Co.	33,670	20	15	66	25,890	44,400	Cineinnati,
In running order.	Ellicott & Huston.	1837	Baldwin.	32,000	26	1:2	10	81,420	49,150	Christiana,
Not in service.			Company.	32,000	96	12	1- C1	28,000	45,000	Canton,
Do.	Do.		Norris.	14,000	18	$10\frac{1}{2}$	50	19,000	32,000	Brantz,
Do.	Сотрану.	1848	Baldwin.	24,850	20	152	56	22,740	38,760	Brandywine,
Do.		1848	N. Castle Man. Co.	28,950	20	143	60	24,500	40,600	Boston,
Do.			Company.	32,000	24	18	574	24,500	38,000	Baltimore,
In running order		1854	N. Castle Man. Co.	Pounds. 35,510	luches.	Inches.	Inches.	Pounds. 35,500	Pounds. 51,100	America,
Present condition.	By whom Kebuilt.	the road.	Wante of Bullder.	Tender.	Stroke.	Cylinders.	Drivers.	Drivers.	Engine.	LOCOMOTIVES.
	D. 1.7.	nen w		of Clark	neu Sun	Diameter	Diameter	Weight	212513 44	NAMES OF

Statement of the Number of Miles Run by each Engine, Total Cost, and Cost per Mile Run to keep them in Repair, and for Renewals, the Total Cost of Oil, Waste, &c., used upon each Engine, and Cost of the same per 100 Miles Run, during the year ending Nov. 30, 1855.

P

			RUN.		The state of the s	REPAIRS, ETC	ń		OIL, WASTE, ETC.	E, ETC.
NAMES OF ENGINES.	With Passenger Trains,	With Freight Trains.	With all other Trains.	TOTAE.	Expense for Material.	Expense for Labor.	Total.	Expense per Mile Run.	Oil, Waste, &c., Used.	Cost per 100 Miles Run.
Amorica,	27,230			27,230	\$415,35	\$610.96	\$1,026,31	\$.037	\$251,49	.93
Baltimore,		10,503		10,503	1,307,63	1,398,92	2.706,55	.258	127,76	
Boston,	866	206	10,819	12,724	188,48	267,75	456.23	.036	57,40	.45
Brandywine,	21,855			21,855	254,52	523,83	778.35	.035	207,70	95
Brantz	714	289	11,289	12,292	58,60	96.76	155,36	.013	170.03	000
Canton,	3,039	516	238	3,793	19,93	19,85	39.78	10.	48.78	86.1
Cincinnati	16,420	260		16.680	971.20	507,45	778.65	.046	76.621	1 03
Constitution.	31.585			31,585	331.55	3.43,43	674,98	.021	300.32	196
Delaware,	18,205			18,205	1.483,76	1,360,95	2,844,71	356	143,38	62.
Empire,	17.581		09	17,641	175,61	299,12	474,73	.027	231,80	1.31
Gunpowder,	19,860	315		20.175	455,36	765,62	1,220,98	90.	202.61	1.00
Goliah,		16,520		16,520	522,16	469,75	16.166	90.	170,36	1.03
Lafayette,		13,108		13,108	4,40	36,57	40,97	.003	141,38	1.07
Magnolia,	12,404	7,714		20,118	57,99	2.41,80	299,79	.015	225,86	1.12
Maryland,	20,405		152	20,557	575,44	454,15	1,029,59	.05	231,95	1.12
Moteor,	25,620			25.620	1,037,68	876,85	1,914,53	.075	246,50	96
Minerva,	13,570	360	800	14,730	185,04	474,89	659,93	970	130,33	SS
Mississippi,	985	1,220	2,076	4,281	142,19	117,54	259,73	90.	40,32	16.
C. W. Morris, Jr.,	31,135			31,135	879,49	406,81	786,30	.025	294,35	¥6.
New Castle,	3,919	12,246		16,165	784,77	687.55	1,472,32	160.	188.10	1.16
Orion,	3,856	3,827		7,683	154.92	438.90	593,82	220.	59.28	72
Pennsylvania,	21,555	138		21,693	1,001.70	0F'986	1,988,10	.092	258,59	1.19
President,	28	8.709		8,787	53,56	186,21	239.77	.027	116,16	1.32
Samson,		20,500		20,500	544,83	441.85	986,68	840.	211,40	1,03
Susquehanna,	2,691			2.691	1,44	6,53	1.07	.003	14,75	±€.
United States,	2,835	11,271		14,106	517,22	723,88	1,241,10	880.	146.28	1.03
Union,		16,706		16,706	18,968	₹6,989	1,033,75	.062	181 51	1,08
Victory,	12,524			12,524	71,68	321.16	392,84	.031	121,45	26.
Virginia,	12,252			12,252	443,07	1,029.91	1,472,98	.120	130,82	1.06
Washington,			15,259	15,259	134,44	394,05	528,49	.034	95,01	.62
Wilmington,	19,350			19,350	211,05	316,20	527,25 1,003,36	.027	182,65	.94
Miles run on other Roads { than P. W. and B.	340,666   8,353	125,109	40,693	506,468						
	939 313	195 100	21 903	100 695	40 101 610	\$15 149 R9	FO 400 000	0 0 0 0	00100	. 0

Statement of the Number of Passengers earried in each direction between each of the several Stations, and the Total Number to and from each Station, on the Line of the Philadelphia, Wilmington, and Baltimore Rail Road, during the year ending November 30, 1855.

Total to all Stations,	Baltimore,	Stemmer's Run, .	Chase's,	Harewood,	Magnolia,	Edgewood,	Perrymansville, .	Aberdeen,	Havre de Grace, .	Perryville,	Principio,	Charlestown,	Northeast,	Elkton,	Newark,	Staunton,	Newport,	Wilmington,	Claymont,	Marcus Hook, .	Chester,	Lazaretto,	Philadelphia,	STATIONS.
, 168,326	$29,351\frac{1}{2}$	43	. 40	. 17	7481	•	1351	. 75	$  3,610\frac{1}{2}$	. $1,169\frac{1}{2}$	. 30	. 302	. 1,969	. 3,310	. 6,985 <u>1</u>	. 1,107	528	. 70,5751	4,563	6,742	. 31,566	. 5,462	•	To Philadelphia.
$5,908\frac{1}{2}$	10,-						22		18	1			9	೦೦	<u> </u>			1114	12	19	277		5,4433	To Lazaretto.
41,811 }	4981	13			000 <u>1</u>		125	43	1573	22	1		9.0	1431	395	85	$106\frac{1}{2}$		408	778		219	31,461	To Chester.
$9,405\frac{1}{2}$	<del></del>				4		cı	ලා	9	<u> </u>			දා	4	12	9 .	Σ1	$7,359\frac{1}{2}   1,063\frac{1}{2}$	9		1,395	00	6,8763	To Marcus Hook.
$5,838\frac{1}{2}$	4		_		1				4						15	10-1 07		008		22	534	62	4,637	To Claymont.
94,539	$2,795\frac{1}{2}$	12	121	71	95	17	43	24	9871	2991	39	771	716	2,576	$4,582\frac{1}{2}$	1,969	2,211		5571	953	$6,807\frac{1}{2}$	1181	69,699	To Wilmington.
3,550	34				63		೦೦		4	13	н	<u> </u>	11	48	$98\frac{1}{2}$	31		2,719	_	$12\frac{1}{2}$	$112\frac{1}{2}$	-	468	To Newport.
4,086	104	1		co	4	_	23	•	$30\frac{1}{2}$	22	0		291	141	1031		42	$2,719\frac{1}{2}$ $2,358\frac{1}{2}$	4	16	87		1,138	To Staunton.
13,783	6613			1	34		6	15	238	34	163	27 1	80	$625\frac{1}{2}$	(∑)im	161 ½	1141	5,456	$12\frac{1}{2}$	22	470	c1	5,799	To Newark.
$13,786\frac{1}{2}$ $11,905\frac{1}{2}$	$2,089\frac{1}{2}$	O7		<b>→</b>	55 <u>1</u>		$18\frac{1}{2}$	$20\frac{1}{2}$	1,844	460	43	188	798	221	5201	$\frac{1}{2}$ $122\frac{1}{2}$	66½	$2,892\frac{1}{2}$	KS) <del>-</del>	-1	147	4	8,122	To Elkton.
5,106	653				10			5	506₹	1871	$64\frac{1}{2}$	78 <sub>2</sub>	<u> </u>	848	1 79	29	151	819	ලා	4	79	6	1,762	To Northeast.
1,259	110				1		ಲು	<u>9</u>	291	2 69	29	K)=	$168\frac{1}{2}$	$280\frac{1}{2}$	11	,	NO.	81			ಲು	ŧs(≔	256	To Charlestown.
489½	17	<b>-</b>					-	ಲು	204	10		65	90	59½	7			81					19 09 20	To Principio.
1,758	1151	లు					00 2/-	10			7	16½		541 1	12	$13\frac{1}{2}$	~1	293			9		930	To Perryville.
21,459	18,389	59 <u>1</u>	ಲು	921	371	10	7891	3191			105	815 <u>1</u>	$515\frac{1}{2}$	1,195	$185\frac{1}{2}$	$26\frac{1}{2}$	OT	1,047	٥٦	15	$220\frac{1}{2}$	63	2,840	To Havre de Grace.
3,280	2,486	27	62	_	51 ½		101		2771	00	18	υī	101	841	12	Ç1	to	©0 ©0			612		88	To Aberdeen.
$3,280\frac{1}{2}$ 4,717	3,5942	16	51	_	126	121		<b>3</b> 1	$621\frac{1}{2}$	431	LO	4	9	00	4			co C1				13	168	To Perrymansville.
667	1		4	<u>,</u>	58		ಲು	ÇD					co co					12					-	To Edgewood.
13,669	579\(\frac{1}{2}\) 12,247	$54\frac{1}{2}$	47	12		22	$107\frac{1}{2}$	47	244	531	L)	0	17	$56\frac{1}{2}$	251		c1	95		O1	42		5888 888 888	To Magnolia.
4263	3391	12	٥٦		1		17		4					Н	22	4		18					18	To Harewood.
1,525	339½ 1,310	19		4	34	11	$12\frac{1}{2}$	77	೮೦														23 70	To Chase's.
2,721	$2,504\frac{1}{2}$		50 <u>1</u>		35	6	10	24	17	7	<b>්</b>			10	೦೨	_		21			7		222	To Stemmer's Run.
71,263		2,561		257 1	$12,648\frac{1}{2}$	557	3,795	2,594	11,598	1,482	00	$409\frac{1}{2}$	717	1,907	$574\frac{1}{2}$	$119\frac{1}{2}$	$60\frac{1}{2}$	$2,452\frac{1}{2}$	00	18	310	Н.	27,881	To Baltimore.
$426\frac{1}{2} \ 1,525\frac{1}{2} \ 2,721\frac{1}{2} \ 71,263\frac{1}{2} \ 487,491$	72,885	2,829	$1,528\frac{1}{2}$	3165	14	6253	5,083	3,3003	$20,200\frac{1}{2}$	$3,821\frac{1}{2}$	394	1,497	$5,214\frac{1}{2}$	$11,566\frac{1}{2}$	18,581			$98,054\frac{1}{2}$	5,583	8,6143	42,125	5,856	163,248	TOTAL.

 $te^{-1}$  To Havre de Grace.  $| \cdot |$ 

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Statement of the number of Passengers carried Northwardly and Southwardly from each Station on the P.W. & B. Raitroad, during the year ending November 30th, 1855, with a reduction of the same to passengers carried one mile.

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			торат	LOCAL TRAVEL.	
STATIONS.	P	PASSENGERS CARRIED.	ED.	PASSE	PASSENGERS CARRED ONE MILE
	Northwardly.	Southwardly.	Total.	Northwardly.	Southwardly.
Philadelphia,		168,248	168,248		6,102,387
Lazaretto	5,462	394	5,856	60,082	5,081
Chester.	31,843	10,282	42,125	454,598	162,489
Marcus Hook	7,534	1,0803	8,614.	123,808	13,469
Claymont,	4,992	591	5,588	93,426	5,861
Wilmington,	79,7203	18,334	98,0543	2,120,486	397,177
Newport,	2,846	316	8,162	27,481	6,901
Staunton,	3,207	478.	3,686°	51,874	12,362
Newark,	$12,145^{\circ}$	1,436	13,581	357,789	42,170
Elkton	6,852	4,714;	11,5663	208,812	135,211
Northeast,	3,683,	1,531	5,214	128,965	40,158
Charlestown	675	8211	1,497	21,078	20,448
Principio,	224	170	394	4,474	1,932
Perryville,	2,2273	1,594	3,821 <u>3</u>	92,232	56,484
Havre de Grace	7,4013	12,796	$20,000^{1}_{2}$	298,500	480,215
Aberdeen,	5211	2,776	3,300]	11,525	80,193
Perrymansville,	$1,138^{-1}$	3,915	5,088		130,855
Edgewood,	291	596	$625\frac{1}{2}$	1,017	11,984
	$1,595^{-1}$	12,728}	$14,328\frac{1}{2}$	_	240,863
:	51	2621	3162	2,555	4,897
Chases,	199	$1,329^{1}_{2}$	1,528		18,158
Stemmer's Run,	178	2,651	2,829	9,162	23,049
Baltimore,	72,885		72,885	4,044,116	
Over N. C. & W. R. R.,	27,862	27,550	55,412	167,172	165,300
Total,	$278, 282\frac{1}{2}$	269,6203	542,9083	1 8,385,445	8,180,094
		THROUGH TRAV	THROUGH TRAVEL CARRIED TO	AND BROUGHT FI	HIT FROM OTHER ROADS
Philadelphia to Baltimore,	56 075	54,0252	54,025 <u>2</u> 56.075	5.495.350	5,294,499
Total	56 075	54.0251	110.1001	5.495,350	5,294,499
		ž.	SUM	SUMMARY.	
Toos Tructo	079 909	969 6901	K49 0/02	8 885 445	\$ 180 004
Through Travel,	56,0753	54,025%	110,1003	5,495,350	5,294,499
(	329.3571	323,6461	653,0031	13.850.795	18,474,598

### Н.

Statement showing the number of Tons of Freight carried Northwardly and Southwardly, from each Station on the line of the Philadelphia, Wilmington, and Baltimore Rail Road, during the year ending November 30th, 1855, with a reduction of the same to tons carried one mile.

			LOCA	L FREIGHT.				
		TONS CARRIED		TO	NS CARRIED ONE	MILE.		
	Northwardly.	Southwardly	. Total.	Northwardly.	Southwardly.	Total.		
Philadelphia, Gray's Ferry, Chester, Chester, Chester, Charlow's, Marcus Hook, Claymont, Stanton, Newport, Stanton, Newark, Stanton, Northeast, Principio, Perryville, Havre De Grace, Aberdeen, Perrymansville, Magnolia, Stemmer's Run, Baltimore, Miscellaneous,	3,307.000 857.073 38.187 1,340.231 760.301 3,138.018 187.559 956.564 4,458.846 5,948.296 5,377.545 2,189.507 4,438.341 1,039.496 3,995.001 339.478 351.914 430.279 44,570.753	16,915.710 504.474 1.335 80.238 141.174 4,001.170 9.159 286.841 468.185 939.774 192.674 762.180 432.544 3,849.119 1,869.088 3,663.267 2,186.917 2,520.353	16,915.710 3,307.000 1,361.547 39.522 1,420,469 901.475 7,139.188 529.279 965,723 4,745,687 6,416.481 6,317,319 2,382,181 5,200.521 1,472,040 6,844,120 2,208.566 4,015,181 2,617.196 44,570.753 2,520.353	6,614.000 12,868.095 610.992 24,085.083 15,202.625 77,040.887 4,126.453 23,356.883 170,029.066 206,208.919 207,391.913 53,152.716 226,123.926 43,538.193 93,546.416 20,891.806 19,089.024 26,137.663 1,221,911.938	805,556.342 23,851.059 46.275 5,557.446 1,875.291 156,664.446 21,398.700 90.910 13.446 15,012.384 22,593.421 6,538.406 17,955.379 12,570.900 114,242.919 50,4114.814 65,939.706 19,682.253 52,927.413	6,614.000 36,719.154 657.267 29,642.529 17,077.916 233,105.333 25,525.153		
Total,	82,724.389	39,165.922	121,890.311	2,451,930.598	1,392,331.510	3.844,262,108		
	THROUGH FREIGHT.							
Philadelphia, Baltimore,	4,214.956	2,584.443	2,584.443 4,214.956	254,404.178	190,999.258	190,999.298 254,404.178		
Total,	4,214.956	2,584.443	6,799.399	254,404.178	190,999.258	445,403.436		
		SUMMARY.						
Local Freight, . Through Freight,	82,724.389 4,214.956	39,165.922 2,584.443	121,890.311 6,799.399	2,451,930.598 254,404.178	1,392,331.510 190,999.258	3,844,262.118 445,403.436		
Total,	86,939.345	41,750.365	128,689.710	2,706,334.776	1,583,330.768	4,289,665.544		

A Statement comparing the expense of transporting trains during the last six months of the fiscal year just closed, and the last six months of the preceding one.

	MONTHS.			1854.								1855.	1855.	1855.
	MONTIE	Repairs of Engines.	Wood.	Oll, Waste, Conductors, Enginemen, &c.	Conductors,	Enginemen, &c.	Total.	Repairs of Engines.	Wood.	Oll, Waste, Conductors, Enginemen.	Conductors,	Engluemen. &c.	Total,	
	June,	\$1,295 75 7,340 64	7,340 64	1	1 332 00	1,806 22	439 38 1 332 00 1,806 22 12,213 99 \$950 75 5,118 66	\$ 950 75	5,118 66	406 07	1,254 00	1,767 20	406 07 1,254 00 1,767 20 9,496 68 2,717 31	
	July,	1,140 58 7,340 64	7,340 64		1,356 51	1,839 18	458 02 1,356 51 1,839 18 12,13493 1,308 52 5,003	1,308 52	5,003 10	403 75	1,249 10	1,646 24	403 75 1,249 10 1,646 24 9,610 71 2,524 22	
27	August, .	1,339 64 7,340 64	7,340 64		490 35 1,387 00 1,928 22 12,485 85	1,928 22		1,367 47 5,390 87	5,390 87	393 81	1,277 55	1,813 83	393 81 1,277 55 1,813 83 10,243 53 2,242 32	
	September,	1,330 35 7,713 33	7,713 33		1,446 00	1,973 20	488 99 1,446 00 1,973 20 12,951 87 1,299 45 4,706 11	1,299 45	4,706 11	348 32	1,302 25	1,710 35	348 32 1,302 25 1,710 35 9,366 48 3,585	
	October, .	1,303 30	30 7,552 20		486 53 1,465 00 1,848 39 12,655 42	1,848 39	12,655 42	1,349 46	4,882 77	366 36	1,075 45	1,670 92	366 36 1,075 45 1,670 92 9,344 96 3,310	
	November,	1,521 56 7,040 52	7,040 52		1,426 50	2,032 98	458 08 1,426 50 2,032 98 12,479 64 1,294 73 5,048 30	1,294 73	5,048 30	368 18	1,076 70	1,659 86	$368 \ 18 \ 1,076 \ 70 \ 1,659 \ 86 \ 9,447 \ 77 \ 3,031 \ 87$	
	Total 1854	\$7,931 18 44,327 97 2,821 35 8.413 01 11,42819 74,92170 7,570 38 30,14981 2,286 49 7,235 05 10,26840 57,51013 17,411 57	44,327 97	2,821 35	8.413 01	11,42819	74,92170	7,570 38	30,14981	2,286 49	7,235 05	10,26840	57,51013	1-1
	Total 1855	\$7,570 38 30,149 81 2.286 49 7,235 05 10,268 40 57,510 13	30,14981	2.286 49	7,235 05	10,26840	57,51013		•					
	Decrease .	\$ 360 80	360 80 14,17816	534 86	534 86 1,177 96 1,159 79 17,411 57	1,159 79	17,411 57							

K. Revenue of 1854 and 1855 compared (exclusive of N. C. & F. T. Rail Road).

SOURCE OF REVENUE.	1854.	1855.	INCREASE.	DECREASE.
Passengers,	\$727,559 61	\$692,790 60		\$34,769 01
Freights,	127,375 56	171,975 55	\$44,599 99	
Express,	21,821 49	19,637 45		2,184 04
Rents,	14,282 38	14,144 80		137 58
Mails,	37,500 00	37,500 00		
Miscellaneous, .	1,831 13	6,401 47	4,570 34	
Total,	\$930,370 17	\$942,449 87	\$12,079 70	